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## Four Corners Coalition

Los Angeles, Orange,  
Riverside and  
San Bernardino  
Counties  
January 2011 Highlights



### Member Spotlight: City of Pomona

#### The Mission 71 Project: Mission Blvd./SR-71 Grade Separation

The Mission 71 Project removes the existing at grade intersection allowing construction for a new compressed diamond-designed interchange (Mission Blvd. over the SR71). When complete, the Mission 71 Project will alleviate congestion, improve traffic mobility and reduce delays.

Project Cost: \$40 Million

Construction Period: September 2008 to Late Fall 2011

Contractor: Riverside Construction

Construction Manager: Transtech

For more info. click [here](#).

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## One Voice, Two Capitals Advocacy Trips

Washington, D.C. - March 15 - 16, 2011

OCBC will lead an annual delegation of business leaders and public officials to Washington, D.C., to advocate for Orange County and its business community. Participants meet with members of Congress and the president's administration on key issues. The trip includes a marquee evening event with Congressional leaders and unparalleled business networking with fellow participants.

The City of Diamond Bar and the City of Industry will travel to Washington D.C. to address members of congress regarding transportation funding necessary for the 57/60 Freeway AKA "The Confluence Project".

Sacramento - May 10 - 11, 2011

Meet with legislators on state issues vital to Orange County. Participants will meet with state lawmakers, members of the Governor's administration and other decision makers on issues including education, health care, housing, transportation, and water.

[More details.](#)

## New House Rules, Threaten TIGER and Liveability Programs

By Tanya Snyder, DC Streetsblog, 1/7/11

The headlines have been apocalyptic:

- [On Day One, Republicans Cripple Construction Industry](#)
- [Rule could endanger transportation budget, building trade jobs sector](#)
- [Critics say GOP rule change could cripple transportation projects](#)

As Streetsblog reported, the new House rules [\[PDF\]](#), passed along strict party lines with no defectors Wednesday, include [a rule that allows lawmakers to spend out less than the full amount in the highway trust fund each year on transportation.](#)

[Read more.](#)

## California won't raid public transit funds this year

California public transit operators for years have braced themselves for pain at the annual arrival of the proposed state budget because it usually meant a reduction in funds, leading to higher fares and service cuts.

New governor. New budget, but no new take-aways.

Gov. Jerry Brown's budget plan released last week would spare transit operators from further cuts even though the document whacks state funding in many other areas, such as health care and social services.

[Read more.](#)

### *Four Corners Coalition Members*

City of Anaheim  
City of Brea  
City of Chino  
City of Chino Hills  
City of Diamond Bar  
City of Industry  
City of Norco  
City of Ontario  
City of Pomona  
County of Riverside  
City of Walnut  
Caltrans  
County of Los Angeles

### *Steinberg wants big review to kill regulations*

California Senate  
President Pro Tem  
[Darrell Steinberg](#),

D-Sacramento, today said he will pursue emergency legislation forcing state agencies to review all regulations and recommend a wholesale re-writing of the state's regulatory scheme.

In an interview with The [Bee Capitol Bureau](#), Steinberg said he'll propose "urgency legislation that directs each state agency to review its regulations, identify any duplicative, archaic or inconsistent rules."

Steinberg said lawmakers could then act on the recommendations over the next six months, perhaps expunging some rules from the 5,000-page California Code of Regulations as part of the state budget negotiations.

[Read more.](#)



## Gold Line to Montclair: What About Ontario?

By Neal Boverman, Curbed LA, 1/13/11

Scoping meetings for Phase 2B of the Gold Line Foothill extension took place the week of Jan. 13<sup>th</sup>--the public gatherings focused on dragging the Gold Line 12.6 miles east from Azusa to Montclair (phase 2A of the extension, from Pasadena to Azusa, is in the early stages of construction).

A preliminary study was already conducted on getting the train to the Ontario Airport, a distance of about seven miles, and it showed that it's feasible.

"The next steps of the project revolve around the completion of the Alternatives Analysis (expected to begin in late 2011)," writes Rodrigo Gonzalez, Media Coordinator for the Metro Gold Line Foothill Extension Construction Authority. That study, which will look at the route and stations, will take 18-24 months, he noted. There was talk of the train using the Cucamonga Creek Channel to get to Ontario.

There's a few things that may trip up the extension--the Authority doesn't own the right-of-way like they do with the other Foothill phases. They also don't have Measure R funding, or any funding currently, to extend the line to the airport. But if they get the ROW and the dough, "Expected start date for revenue operations for the LA/Ontario Airport Extension ranges from 2021 to 2025," according to Gonzalez.

### Calendar of Events

[Independent Cities Association Winter Seminar](#) -

February 4, 2011

[National Conference of Regions](#) - February 13, 2011

[LAEDC 2011-2012 Economic Forecast & Industry](#)

[Outlook](#) - February 16, 2011

[WRCOG Advancing Choice Conference](#) - March 24, 2011

[Quality of Life Summit](#) - March 31-April 1, 2011

[OCBC Chairman's Leadership Breakfast](#) - Various Dates

[www.4ctc.org](http://www.4ctc.org)

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